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MOET & CHANDON'S  
DRY IMPERIAL ... 1 Doz. Quarts \$39  
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As supplied to  
H.M. KING EDWARD VII.  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,057 號柒十伍零千肆百零九月建年參零百九壹英港香 HONGKONG, TUESDAY, APRIL 14TH, 1903. 式拜禮 號肆十月建年參零百九壹英港香

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"GRAND PRIX PARIS" 1900.  
The Highest Possible Award.  
**JOSEPH GILLOTT'S PENS.**  
Of Highest Quality, and having  
Greatest Durability are there.  
for CHEAPEST.  
The Only Award Chicago, 1893.  
[367]

STONE GINGER BEER  
WAS FIRST BREWED IN THE COLONY  
BY US IN THE YEAR  
1864

OUR GINGER BEER TO-DAY IS  
THE BEST.

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED 1841. [1545]

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PRICE \$11.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY  
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO., Hongkong. [146]

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1.30 a.m. to 8.00 a.m. Every 10 minutes.  
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1.15 p.m. to 1.45 p.m. Every 10 minutes.  
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Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 28 & 30, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 4th October 1902. [1033]

VICTORIA CYCLE EMPORIUM.  
The pleasure of cycling consists in having a First-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLY" CYCLES, and we also supply fittings of every description. Bargains can be had in Second-hand Machines. Repairs executed with promptitude and skill. Enamelling a Specialty.

MCKIRDY & CO.,  
43 & 44, Queen's Road East.  
Hongkong, 4th April 1901. [a2384]

MACLAREN'S IMPERIAL CANADIAN CHEESE,  
IN JARS (MEDIUM and SMALL).

Wholesale and Retail from  
LANE, CRAWFORD & CO.,  
Sole Agents.

Hongkong, 22nd October, 1902. [150]

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PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.60 per Cask per Factory.  
In Bags of 250 lbs. net \$3.40 per bag per Factory.  
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Hongkong, 1st April 1903. [1528]

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NORBL'S SPORTING BALLISTITE  
Absolutely Smokeless and Water-resisting.  
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Price of 12 lbs. per Carton—\$3.00.  
Loaded with Gunpowder only, and 1 oz. of Shot.

Primrose Cases ... \$8.25  
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Apply to WM. SCHMIDT & CO.,  
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Hongkong, 3rd July, 1902. [165]

NOTICE!!!  
GENUINE FIRST HAND PIANOS  
BY THE FOLLOWING LEADING MANUFACTURERS:  
COLLARD & COLLARD, BROADWOOD,  
STEINWAY, DORNE, AND CHALLEN.  
CAN ONLY BE OBTAINED FROM  
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N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by Makers of COUNTERFEIT PIANOFORTES, forcing the names of the well-known firm of COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying with each Pianoforte a CERTIFICATE OF AUTHENTICITY Signed by their Firm, and it is earnestly requested that purchasers TO AVOID imposition will BEFORE PURCHASING insist on its production, and satisfy themselves that the number and description of the instrument correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO. [a34]

REMINGTON TYPEWRITERS  
WITH ALL REQUISITES.  
SIEMSEN & CO.  
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NEW BOOKS AND NEW EDITIONS.  
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The Scottish Clans and Tartans ... 4.25  
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The Fatal Legacy ... 1.75  
The Protection of Admiral Hazell's Annual ... 3.00  
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How to Make a Dynamo, by Crofts ... 1.75  
Raquet, Tennis and Squash, by Miles ... 4.25  
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AMERICAN PLAYING CARDS.

TYPEWRITER RIBBONS (LARGE VARIETY).

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DE LA RUE'S NOTE PAPER AND ENVELOPES.

TABLE TENNIS.

SCRAP BOOKS (LARGE VARIETY). [a33]

MERE FILTRATION s, as people are now beginning to understand, QUITE INEFFECTUAL for destroying the worst organisms that water may contain.—"Daily Telegraph."

THE AQUARIUS COMPANY use PURE DISTILLED WATER

Telphone No. 75. ONLY in the manufacture of ALL their TABLE WATERS.

CALDBECK, MACGREGOR & CO.  
AGENTS,  
AQUARIUS COMPANY. [a35]

Hongkong, 13th April, 1903.

COTTAM & CO. FIRST-CLASS OUTFITTERS.

SHIRTS.

WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.  
SMART DESIGNS. STYLISH FINISH. [a36]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIES TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, \$25 PER DOZ.  
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.  
Less old than the above.

IMPERIAL BRANDY \$12.50 PER CASE.

THE ELITE OF WHISKY—  
THE "PALL MALL,"

\$22 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERTBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG. [a41]

THEY ARE UNEQUALLED AT THE PRICE

WM. SCHMIDT & CO.

Gummiert, Hongkong.

Hongkong, 28th November, 1902. [1125]

THE CHINA LIGHT & POWER CO. LTD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NEERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to THE MANAGER OF WORKS AT HUNGHOM;

[a426] OR SHEWAN, TOME'S & CO., General Managers.

HODAKS, FILMS, PAPERS.

PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

ACHEE & CO.,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL

Hongkong, 1st April, 1903. [39]

TIME IS THE TEST OF ALL THINGS

A SALE WHICH HAS BEEN INCREASING WEEKLY SINCE FIRST INTRODUCED INTO THIS COLONY, POINTS TO BUT ONE THING. IT MUST NEEDS BE GOOD TO WITHSTAND THE IMMENSE PRESSURE OF UPRISING COMPETITION AND YET DEFLY COMPARISON. SMALL MARVEL, THEREFORE, THAT WITH THE FLIGHT OF WEEKS

WATKINS' CROWN BRAND STONE GINGER BEER

HAS BECOME KNOWN AS THE FAVOURITE BEVERAGE OF THIS COLONY

WATKINS, LD., HONGKONG. [a37]

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a37]

PUBLIC COMPANY

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Avenue, Victoria, Hongkong, on Wednesday, the 8th day of April, 1903, the following Resolution was passed:

That the final CALL OF FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of May, 1903.

And NOTICE IS ALSO GIVEN that in Accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 9th day of May, 1903, at the rate of \$10 per centum per annum, upon all Calls remaining unpaid after the said 9th day of May, 1903, up to the actual date of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,  
W. KEEFOOT HUGHES,  
Secretary.

Hongkong, 24th October, 1902. [a343]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.

Luxury and Comfortable Accommodation.

Large and airy Rooms, handsomely furnished.

Convenient Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, &c., apply to the MANAGER.

Hongkong, 31st October, 1902. [a49]

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, The PEAK, near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [a50]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. "Hampshire"), daily to and from Hongkong, and two steamers to and from

## INTIMATION

A. S. WATSON & CO.,  
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AERATED WATER  
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED  
WATERS.

THE WATER used is THE PUREST  
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TERED ON THE MOST SCIENTIFIC  
PRINCIPLES.

THE MACHINERY employed is of the  
latest design and most approved type.

THE BEST INGREDIENTS only are  
used.

GUARANTEEING ABSOLUTE  
PURITY.

## ENGLISH EXPERTS

Manage our Factories, and their practical  
knowledge and constant supervision enable  
us to produce waters of unrivalled excellence  
and purity.

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINT-  
MENT TO H.E. THE GOVERNOR AND  
HOUSEHOLD.

[A notice to correspondents:  
One's communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dress with communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent  
before 11 a.m. on day of publication. After that  
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Telegraphic Address: Press Colos: A.B.C. 5th Ed.  
Liber's  
P.O. Box, 33. Telephone No. 12]

The Daily Press.  
HONGKONG OFFICE: 14, DE VILLE ROAD, C.  
LONDON OFFICE: 181, FLEET STREET, E.C.  
HONGKONG, 14th April, 1903.

WHEN men are arrested as they have been lately at Singapore because they have been discovered innocently taking snapshots of the public buildings in the Colony, consideration is again invited to the adequacy of the reasons for the excessive precautions which are taken not only in Singapore but in many other places against the "spy." We may associate in this connection the recent story of the arrest of an alleged Russian spy at Aden—a report the truth of which, by the way, has been denied by the Russian Admiral who was in the harbour at Aden at the time. Does it not strike the average man that there is something very absurd about the shadowing of strangers who may consciously or unconsciously wander near a fortification and perchance use a kodak to reproduce the scene? Assuming the person in question to be a spy, what information could he supply as to the defences at our ports which the great military Powers of the world do not already know. The War Office publishes the strength of our garrisons, and it is not difficult for anybody to ascertain the number and nature of the guns at all or any of our ports, or even of the whole available supplies of modern guns in England or any other country. The Aden incident has induced a writer in the Manchester Guardian to remark that in one sense the forts are a positive danger to ourselves, for while an enemy would not dare use a single warship for so foolish a process as bombardment, he would willingly hazard a steamer of the volunteer fleet in rapidly landing 2,000 men to turn the fortifications in rear and rush the garrison. The writer quotes our own defences in Hongkong in illustration. "At Hongkong," he says, "heavy guns are mounted on an island remote from the main garrison, and a volunteer ship at night, along the trade route to Canton, like any merchant steamer,

could rapidly land men, capture Stonecutters' Island, turn the guns on to the dockyard, and effect a great deal of damage before the men were dislodged." The obvious comment upon this is that it would be insane for any Power to attempt anything of the kind, for it is extremely unlikely if a landing were effected in this way that the opportunities would be given for doing any material damage. But so far as Stonecutters' Island is concerned, the theory may well provoke smiles rather than fears, and we fancy that in its application to any other British fort the imagination of the author of this pretty little theory would be found to have overreached itself.

The public auction sale of cloisters was by Messrs. Hughes and Rough has been postponed until to-morrow, at 10 a.m.

The American Bible Society has just shipped a large consignment of Bibles, printed in the Zulu tongue, to Capetown, to be distributed among the Zulus.

Shooting in connection with the annual Easter Meeting of the Rifle Association concluded late yesterday afternoon. The results will appear in detail to-morrow.

Mr. Andrew Carnegie has agreed to finance a movement for the reform of the speaking and writing of the English language. Mr. Carnegie will give an annual donation of £2,000.

Yesterday, Easter Monday, was largely observed as a public holiday in the Colony. Many picnic parties took advantage of the favourable weather to enjoy themselves in the usual *al fresco* fashion.

On the Parade Ground yesterday evening an excellent programme of music was played by the combined band—the Sherwood Foresters, 33rd Burmese and 10th Bombays. A special feature was the bugle selections. There was a very large attendance, including Sir William and Lady Gascoigne.

Hiram Montgomery was charged at the Police Court yesterday with wilfully remaining in the Colony after the departure of his ship, the *Hocque de Trop*. He pleaded guilty, and was fined \$25, with the alternative of a month's hard labour. Funds were low, and Montgomery went to prison.

The Commercial Intelligence Committee of the Board of Trade have arranged with the Foreign Office to send Mr. Henry Cooke, British Commercial Agent at Moscow, to visit Siberia on their behalf, in order to examine and report upon the conditions of trade in that country. Mr. Cooke will probably start from Moscow early in May.

The four Chinese seamen of the fishing junk which arrived recently at Shaukiwan and reported that two of the crew had mutinied in the high seas and murdered the master and his wife and son, were remanded at the Magistracy yesterday charged with the manslaughter of the two murderers, who jumped or were thrown into the sea and are believed to have been drowned.

Singapore, reports the Free Press, says goodbye humbly speaking for the last time to that splendid old sailor, Admiral of the Fleet, Sir Harry Keppel, who has spent his second consecutive winter in those scenes which in the active days of his career he knew so well and loved so much. The Admiral left for home on the 3rd inst. amid every mark of respect shown to him by the officials and residents of the port.

A New York telegram reports that the fight for the possession of the Southern Pacific railroad has terminated in a complete victory for the Harriman forces, and Keene has withdrawn the evidence against him was too strong and yesterday he was sentenced to a month's hard labour.

It is related that Major-General Baden-Powell, who arrived in England last month from South Africa on the *Kinsman Castle*, made himself very popular with the passengers on the steamer; he sang at the concerts, recited extempore verses, and presided over the Sports Committee. The versatile General can write equally well with both hands, and it is very difficult, according to the stowards on the *Kinsman Castle*, to tell his left-hand from his right-hand signature.

During the Easter recess occasion has been taken to give the Supreme Court a thorough and much-needed overhaul. Inside the building one can see nothing for bamboo scaffolding, while the smell of paint promises to last until the Criminal Sessions start on Saturday. At the Magistracy too the Courts are being completely renovated for the first time for many years. Curiously enough the witness-box has been painted white in contradistinction to the general scheme of darker colour used in the body of the Court. Perhaps the white-painted boxes are emblematic of the use to which they are put; it can hardly be expected, however, that they will long retain their pristine freshness of appearance.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE EVACUATION OF MANCHURIA

LONDON, 10th April.

The Times correspondent at Moscow says that despite the strenuous opposition of certain Russian Ministers it has been finally decided that the evacuation of Manchuria must be completed. M. de Witte, the Minister of Finance, has consistently urged the necessity of this step on economic grounds.

## THE STRIKE IN HOLLAND.

LONDON, 10th April.

Amsterdam was in partial darkness last night.

## OBITUARY.

LONDON, 10th April.

The death is reported of M. Stcherbina, the Russian Consul at Metz, who was wounded by an Albanian snare.

## MR. W. HAYES FISHER'S SUCCESSOR.

LONDON, 11th April.

The Hon. Arthur Elliot, M.P., has been appointed Financial Secretary to the Treasury.

## PRESIDENT LOUBET TO VISIT ENGLAND.

LONDON, 11th April.

The Debats states it is considered certain that President Loubet will return the King's visit.

## THE PHILIPPINE CURRENCY.

LONDON, 11th April.

The Washington Treasury continues to purchase silver for the Philippines.

## FIGHTING IN THE PHILIPPINES.

LONDON, 11th April.

The Americans captured Bacolod, the stronghold of the warlike Moros of Mindanao, on Wednesday; one hundred Moros were killed and many wounded; three Americans were wounded.

## RUSSIA IN THE FAR EAST.

LONDON, 11th March.

General Kourapatkin, Minister of War, starts in a fortnight on a two months' tour to the East; the tour will include Port Arthur, Dairen, Japan, and Vladivostock.

## SERIOUS ACCIDENT TO AN EUROPEAN.

## FALLS OVER A CLIFF.

A serious accident occurred to one of a party of Europeans who were walking on the Jubilee Road on Sunday afternoon. At a point on the road they stopped, and Sanitary Inspector O'Donnell, the one who met with the mishap, crossed over near the edge to select a place wherein he and his friends might rest. He was standing on some newly-laid turf, and had just uttered the words, "Here is a nice place to sit," when the turf gave way and threw Inspector O'Donnell off his feet. For the first six feet or so of the descent the slope was not a steep one, but after that it was almost a sheer fall into the sea. Inspector O'Donnell had no chance to regain his feet, and he rolled head over heels for a distance of some fifty feet, when a tree fortunately arrested his progress and saved him from what must have been almost certain death, for he was now insensible and could have done no harm to save himself had he fallen into the water, which is deep all along the foot of the hill. Two other European members of the Sanitary Board, Inspector O'Keeffe and Senior Inspector Connelly, were of the party, and they descended the hill and succeeded after great difficulty in getting the unconscious man to the top. Whilst they were doing their best to bring him round another European rode up on horseback, and when the situation had been explained to him he galloped off to the nearest police station, whence a telephonic message was transmitted to the Central Station. From there an ambulance was sent to the scene of the accident, but before it reached the spot a carriage containing several Chinese gentlemen came across the group on Jubilee Road. Very obligingly the occupants descended and allowed the injured man to be placed in the vehicle, which some distance farther on met the incoming ambulance. Inspector O'Donnell, who had been taken in hand by the European ward-master of the Government Civil Hospital, was transferred to the ambulance and conveyed to the hospital, where he is progressing favourably, it is stated, despite the serious injuries he sustained to his head and body.

## THE LILLIPUTIANS.

Pollard's juveniles repeated the ever-popular comic opera *The Geisha* last night in the Theatre Royal. A better wind-up to a holiday could not be wished for, and so evidently thought the audience, which filled the house in every part.

To-night the *Belle of New York* will occupy the boards; also on Wednesday.

## HAMBURG LETTER.

## FROM OUR CORRESPONDENT.

Hamburg, 10th March.

The latest talk in shipping circles here is the formation of a society for the training of sailors for the mercantile navy, called forth, it is said, by some remarks made by the Emperor a short time ago, when it appears he expressed a wish to see Hamburg in possession of a racing yacht worthy of her position as the chief commercial port of the empire. Influential members of the ship-owning community and others took up the matter, and after mature deliberation came to the conclusion that if anything was to be done in that direction it must be on wider lines and with a view to public utility. They therefore drew up the following programme:

- (a) To endeavour to secure a steady flow of recruits to the mercantile marine.
- (b) To train crews for yachting.
- (c) The purchase of a racing craft that will do honour to the town.

This seems to have met with general approval, and in order to carry it out an association as stated above has been started under the name of "Die Seefahrt." Money is flowing in; single donations of £1,500 and upwards have been received whilst the annual subscriptions promised range from smaller sums up to £500.

It has been stated by many at home as well as on the Continent that a seafaring life no longer appeals to possess the same attraction for boys as formerly; whether in our matter-of-fact age the love of adventure is on the wane or whether the hardships of a sailor's life act as a deterrent or whether the wages compare unfavourably with those obtainable on shore would be hard to say, the fact, however, remains that fewer lads enter the profession and this is particularly marked in districts bordering on the sea. Here in Hamburg for instance the greater number of apprentices and boys shipped within recent years have come from the interior of the country, principally from South Germany; perhaps because distance lends enchantment to the view.

One of the chief objects of the new association is to try to counteract this tendency by offering inducements to lads in the town and its neighbourhood to go to sea and by endeavouring to enlist the sympathies of shipowners large and small, of proprietors of sea-going vessels as well as of coasting boats, river craft and fishing smacks in the cause. They are prepared in certain cases to provide the outfits and hope by such means to obtain a steady increase in the number of recruits.

It has long been a sore point with German yachtsmen that what successes they have achieved have been gained with foreign crews, chiefly English, as a special training is required to fit them for their work, which the ordinary sailor lacks. This too the Society hope to remedy by paying particular attention to this branch of seamanship.

If the purchase of a yacht such as the Emperor would wish to meet in friendly rivalry nothing need be said, as it is hardly a matter of general interest and certainly of minor importance. The important point of the scheme is the raising of the necessary number of sailors to meet the steadily increasing demands of the trade. New lines of steamers are continually being started and by the time this reaches you the coasting service recently announced by the Hamburg America Line in conjunction with Messrs. Kunst & Albers of this port, to run from Hongkong and Shanghai via Chemulpo to Port Arthur and back by Newchwang to Canton will probably have been inaugurated.

Another new line to be opened by the same company is that from Hamburg to the Mexican ports direct, with special eye to passenger traffic. The luxuriously fitted up boats of the "Princes class" have been reserved for this route and the first of them, the *Prinz Adalbert*, is advertised to sail on the 8th April.

The following figures taken from the annual report for the year 1902 lately published by the shipping master's office of the Hamburg America Line will bear out what has been said above with regard to the need of more seamen and at the same time illustrate the steady growth of that company.

At the close of 1902 the fleet of the company, the crews of which had been enrolled at the shipping master's office, consisted of 119 ocean-going steamers with, in the aggregate, 8,014 hands; at the end of the year 1902 the numbers were 122 and 8,630 respectively. In 1902, 380 crews of together 19,199 hands were engaged, compared with 382 crews and 19,645 hands in 1901; of these 612 were officers, 492 boatmen and quarter-masters, 4,138 men before the mast and boys, 5,986 stokers and trimmers. The remainder were connected with the inner economy of the vessels, medical men and their assistants, paymasters, stewards, butchers, bakers, &c. The figures show an apparent decrease against former years, but this is owing to the new system adopted by the company of engaging their hands for at least a twelve-month instead of for a shorter period or single voyages. The discharges amounted to 19,810 against 18,630 in 1901. The greatest number of hands enrolled in one month was 2,759 in April, the lowest 1,154 in July; the lowest figure of discharges was 879 in February and the highest 2,114 in December. A slight decrease is reported in the number of deserters, viz. 1,322 against 1,461 in 1901; stokers and trimmers as usual contributing by far the largest proportion. Out of the wages earned by the men whilst at sea the shipping master office has paid to their families and other relatives £49,075.50 marks, or against £16,834 in 1901.

The plan of a direct service between England and Canada long contemplated seems to materialise at last, to use an American term. The Canadian Pacific Railway Co. is stated to have bought about twenty steamers of the Elder Dempster fleet, of an aggregate tonnage of 100,000 tons and all of a comparatively recent date, having been built in the years 1897 to 1902. They are chiefly freight boats and will commence running as soon as their present engagements expire. The boats selected in Canada are Montreal and Halifax; goods can be forwarded thence by the Pacific Railroad to the east coast, where a line of steamers is being organised for their conveyance further west, thus connecting the mother country with her distant colonies and dependencies on the other side of the globe. It is hoped that a considerable saving of time may be effected by this route. Passenger boats will be added later on.

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## CHINESE CONCESSIONS.

## WHY CHINESE BONDS HAVE FALLEN.

A correspondent writing to the *Financial Times* on March 2nd says:—A fortnight ago it was pointed out in the House of Commons that of the many concessions for railways, mines, &c., obtained five years ago in China by British companies, not one of them has been proceeded with. In a China Consular report just issued it is suggested that the British Government could in the future make itself of service by assisting approved companies and syndicates of acknowledged standing to acquire concessions for railways, mines, &c., in clearly defined areas under agreements to which the Chinese Government, central and provincial, is a party. During the whole period referred to we have had such companies and everything in the power of a strong and resourceful Government has been done for them, with the result above noted. The cause of the sad situation in which these concessionaries find themselves cannot be remedied by any augmentation of their financial means or an increase of their commercial capabilities. There is a worm at the root, and until it has been removed it is impossible to look for any permanent improvement in the value of Imperial Chinese industrial bonds, however strongly these may be supported by the British Government. The fact that there are debts of the previous North China Railway Administration which are still unpaid and unprovided for has had a very unsettling effect on the minds of investors. Four months ago the price of the bonds fell 5 per cent., when it became known that the lines had been handed over to the Chinese, but that the settlement of these debts had not taken place. These obligations are admitted by the Chinese officials, but they have been unable up to the present to discharge them, owing to the peculiar manner in which their finances are now controlled by foreigners in their own favour.

The weak spot in our relations with China in these matters is, therefore, of a moral character, as well as a commercial one. The following quotation from Lord Curzon displays a keen insight into the hidden forces then at work, but new patent to all who are familiar with the true state of affairs there: "Moral failure alone can shatter the prospect that awaits Great Britain in the impending task of the regeneration of China." We are now face to face with the realised circumstances which are therein considered possible to arise. All the Continental nations and Americans have proceeded with the concessions obtained by them. Great Britain only has stuck fast—a condition of things which must continue till the North China Railway debt has been settled, and the confidence of investors in these British undertakings inspired by the creation of new conditions in the control of expenditure that will in the future make impossible a repetition of the state of matters which has existed for four years. The statement that the British companies have not proceeded with one of their undertakings is incorrect.—ED. D.P.]

## MARCONI ON WIRELESS TELEGRAPHY.

Speaking at the meeting of the Associated British Chambers of Commerce, Signor Marconi said he thought wireless telegraphy had now reached a stage when it could be satisfactorily applied for communications between lighthouses and the shore. He was sorry to say in England there was no lighthouses connected with that system, but outside England he could quote several instances where it was used in that connection. In the United States it had been used for two years between Nantucket and the shore, a distance of about 55 miles. In Germany it was used between

## MISCELLANEOUS NOTES AND NEWS.

**REORGANISATION OF THE ROYAL DOCKYARDS.** An official announcement has been made of the impending great changes in the organisation of the Royal Dockyards. These will be of a far-reaching character, and are directed towards increasing the efficiency of these establishments. The Naval pensioner section employed at each yard was to be disbanded at the end of March, and the men in it turned over to the Dockyards' ordinary workmen. One administrative department is thus got rid of. Besides this the Admiralty are arranging for direct control over all work done by private contractors, with a view to saving much waste that has hitherto been occasioned.

## LONDON BUSSES.

The proceedings at the meetings of the two principal London omnibus companies' meetings do not show that any very tangible success has yet been achieved in finding a satisfactory motor omnibus. Last year the Road Car Company were trying a steam bus, but nothing has been heard of it lately. As at that time, so also now, the General Omnibus Company do not appear to be active in the search at their rivals. The chairman of the Road Car Company is able to announce that experimental automobile buses of various kinds will soon be running, and the directors think they have discovered a good one. It is to be hoped that they have, says contemporary. The difficulty of the problem is only equalled by its urgency. If possible, an engine which could use a heavy cheap oil would be a solution. Reliability and cheapness of maintenance might come in time. The necessity for a change arises not merely from the cost of fodder, but from the increasing competition of electric tramways and tube railways. Hence the salvation of the omnibus companies depends on a motor being discovered which will work more cheaply and drive the bus faster than the horse, and will at the same time be less costly in maintenance.

## GREAT AMERICAN RAILWAY PROJECT.

A number of diplomatic representatives of American Republics conferred with Mr. Loomis, Acting Secretary of State, recently on the subject of the projected Inter-Continental railway, which when completed will connect the railway systems of the United States with the systems of Argentina and Chili. The Governments interested are willing to further the scheme by liberal grants of lands and money. The cost of construction is estimated at 260,000,000 dollars. There will be 500 miles of connections. Mr. Davis, a former Senator, who is a member of the Permanent Inter-Continental Railway Committee, said he had been authorized to announce that Mr. Carnegie was willing to give financial support to the project at the proper time.

## MILITARY SUICIDE.

Some interesting figures relating to suicide in the Army are printed in the *Marin*. The habit of self-destruction seems to be a declining one in all armies except the Russian, where thirteen men in every 100,000 take their lives with unflinching regularity every year. The proportion of suicides in the other great military countries is eighteen per 100,000 in France twenty-four in Italy, thirty-six in Germany, and 105 in Austria. Different arms commit suicide in different proportions. The Foreign Legion is the most suicidal branch of the French service, with ninety-nine suicides per 100,000, whereas there are only fourteen suicides per 100,000 in the Garde Républicaine. The cavalry commit suicide more frequently than the infantry, the infantry more often than the artillery, and the artillery more often than the engineers.

## DEAL SODA-WATER.

Twenty-five guineas and a half was the price paid at an auction sale in London last month for a bottle of soda-water. Its enhanced value arose from the fact that the bottle had been raised from the *Royal George*, which foundered in the year 1782. It was stated that the vendor was prepared to attest the genuineness of the relic, which has been in a museum for some time, and finally belonged to the Hope collection. Some sceptics wanted to know whether soda-water was invented when the *Royal George* sank. Bidding started with half-a-crown, and soon two bidders had it at their own way, and the price went up quickly to twenty guineas. At this price one would be buyer gave pause, but began again boldly, only to be shaken off at the monotonous "half," which his opponent had added to every one of his guinea bids up to twenty-five. The buyers of the bottle of soda-water were Messrs. Stevenson and Howell, Limited, 954, Southwark Street, essence manufacturers.

## NAVAL SECRET SIGNAL CODE.

According to a London paper, it is stated that a new code of secret signals is about to be issued to the Navy, as the Admiralty considers that occasional changes in the system employed is the best protection for effectively guarding these important secrets. The captain of every warship, on commissioning, has to personally attend and receive the two precious little volumes from the Admiralty, and on paying off he has to personally return them. Meanwhile, he alone is responsible for their secure preservation, and usually keeps them locked up in different parts of the ship known only to himself and two or three senior executive officers. The two books, which are respectively the code itself and the key, are backed with lead, so that they might be dropped overboard and instantly lost should such a course become necessary during wartime. There is no secret in our whole set service which foreign naval intelligence departments would sooner get hold of than the private code of our fleet, and their agents are known to have offered as much as £5,000 for the unattractive little books which have before now been stolen.

## RELIGION AND GROCERIES.

A Chicago telegram says that a general shopkeeper named Norton, in the little town of Converse, Indiana, about sixty miles from the capital, has struck up the whole countryside for miles about him by his decision to run his shop "as Christ would run it." He refuses to sell tobacco, and when the profits in any day reach 10s. he sells for the rest of the day at cost price. He gives away 200 loaves of bread to the poor each day, and those without money receive groceries free, while others who can pay a little get them at cost price. The result is that Norton's shop has attracted people from all the places near by to the detriment of other dealers, who bitterly complain. The run on the shop has been so great at times that the police have been called there to keep order, and the authorities are now asking Norton to modify his methods, or they will be obliged to take summary measures.

## BRITAIN'S BIGGEST LOCOMOTIVE.

"Britain's Biggest Locomotive," in the shape of the mammoth "Dreadnought," which has been built by Mr. James Holden for the suburban traffic of the Great Eastern Railway, had been having a series of little trial runs when the last had left, and several little defects have been discovered. Her "acceleration powers" are wonderful. In thirty seconds she can attain a speed of thirty miles an hour, which is at the rate of forty-four feet per second, an improvement of fifty per cent. on the most powerful of present suburban locomotives. The Great Eastern already hauls longer suburban trains than any other line, its maximum being sixteen of the new six-a-side coaches, with seating accommodation for 500 passengers. When Decapods get common, the number of coaches will be increased to twenty, and the stations on the new Woodford and Ilford line have been made long enough to take trains of twenty coaches. The suburban platforms at Liverpool Street will have to be lengthened, for they are only just long enough for the present length of train.

## BRITISH COLONIES AND THE NAVY.

Commenting on a recent debate in the House of Commons which arose in connection with the publication of the Colonial Conference Blue Book, the *Outlook* says:—Mr. Robertson might have spared us his calm post-mortem of the war enthusiasm. To a total war expense of £260,000,000 the Colonies have contributed £2,000,000. Well, it was our war, and they gave their sons' lives in our side. The Colonial contribution to the Navy is at the rate of 4d. a head, while ours at home is 1s. a head. Well, it is our Navy. Free-trade within the Empire is as yet a phrase, for the interests of Canada, Australia, and New Zealand are divergent and even opposed. Well, they are thinking of their trade and we of ours, of which theirs with us only forms one-fifth of the whole. It is a step in advance to have dispelled impossible dreams and put in their place substantial realities, on which account Mr. Astor Chamberlain's contention that further conferences will do good by producing further enlightenment is heartily to be supported.

## THE SOUTH AFRICAN DIAMOND FIELDS.

## THE STORY OF THEIR DISCOVERY.

The story of the discovery of diamonds in South Africa is one of the romances of the nineteenth century. Mr. Stead, in the *Review of Reviews*, reports an interesting interview with Mr. J. B. Robinson, the South African millionaire, at which he had the privilege of hearing the familiar story once more from the lips of the man who was the first to open up the diamond fields which twenty years later passed under the control of Mr. Rhodes.

"It was in 1837," said Mr. Robinson, "when I was driving down from my farm, where we had 1,000 head of cattle, to a neighbouring town, when I heard the story that the great diamond had been found in the Vaal River. I then crossed the river and, travelling up on the other side, I looked about for diamonds.

"I asked the natives whom I met if they had seen any pretty stones, and at last I found one man who had a diamond—the first that I came across on the Vaal River.

"It was a small stone, but when I offered him £10, he refused to part with it. I increased my offer to £12, but still he said 'No.'

Mr. Robinson, "that on my way to the Vaal River I crossed the veldt at the very place where to-day you will find De Beers' mine in full activity. I had outspanned at a Boer's house on Sunday morning and asked to be allowed to stay there, as I wished to rest on Sunday. The Boer, with the invariable hospitality of his race, gave me leave and gave me coffee. I talked to him about diamonds, and asked if any had been found in the neighbourhood. He said that an old woman at a farmhouse a little distance off the road had, he believed, a stone of the kind that I wanted. Next day after receiving minute directions as to how to find the house, I sent the wagon on by road and, taking the footpath which he indicated, I found no difficulty in finding the house. The old woman had a diamond which, she said, she had found in a dry watercourse near the house. Her house stood upon what was afterwards known as the diamond mine of Dutoitspan. The house in which she lived was plastered with soil, which was afterwards discovered to contain many diamonds. The Boer woman told me that at another farm a little further on another stone had been found. So I started off to seek it. On my way I shot two bucks near a tree, and soon after met the Boer De Beers, who asked me if I saw that I was not angry, and that I made no protest, he said, 'Now I see that you are a good young man,' and as if to reward me for my goodness, he produced from some place where he had concealed it on his person a twenty-three carat diamond. 'You are a good young man,' he said; 'what will you give me for this?' 'No,' said I, 'what do you want for it?' 'I want your waggon, Baas,' he said. 'No,' said I, 'my waggon is my home, I cannot give you this waggon; but if you will wait until I can send for it I will get you another waggon.' It must be horse waggon, Baas.' 'Yes,' said I. 'With eight oxen,' he said. 'With eight oxen,' I replied. 'Baas,' said he, 'you will give me some sugar as well.' 'Yes,' said I, 'you shall have some sugar.' 'And tobacco?' he asked. 'And tobacco as well,' I answered. 'Baas,' he said at last, coming to the end of his stipulations, 'won't you give me some pounds of money to buy clothes for my wife?' 'Yes,' said I, 'you shall have some money too.'

"With this he was contented; he offered me the diamond to keep till the waggon came. I sent down at once to my partner, telling him to buy up every waggon he could get on the country side, to come himself, and to bring all the cattle with him from the farm. He did as I told him. And in a few weeks the Griqua received him waggon with eight oxen, sugar,

tobacco, money for his wife's dresses, and I had the diamond.

"The news spread like wild fire through the country side that a white man was giving away weapons and oxen for his men. I set all the natives who came to work to seek for diamonds on one side of the river, and I fetched up my own fifty men—Kaffirs from Basutoland—to hunt for diamonds among the bushes and scrub on my side of the river. I may say that I had bought the land on both sides of the river so that I was working on my own property. When my men first came up I showed them a handfull of diamonds, and told them to look at them. Now a Kaffir is marvellously acute in his observation of stones—so is a Boer—they is nothing that escapes them.

"Look well at these stones," I said, "for I want you to find some more like them." They examined them closely. "Yes, Baas," they said, "we see what they are like." "Now," said I, "see if you can pick them up," and I flung the diamonds down among the pebbles in the river bed. They picked them up without any difficulty.

"Now," said I, "go and hunt among the bushes by the side of the river, and see if you can find any more like them." Off they started, and found nothing; the second day they went out, and that day was also blank. The third day they went at it again, and were equally unsuccessful; so they were on the fourth day, and on the night of the fourth day they were very much disheartened. They said there were no stones like the others, and it was no use looking for them. But at the other native were finding diamonds all the time, on the other side of the river I was quite sure that there must be some on my side, and told them to go again.

"Next morning, at sunrise, when I was having my coffee, I was startled by a great hullabaloo, and looking out I saw the whole gang of my men rushing towards me in a state

of wild excitement. One of them had found a diamond of a good size; they all had come to see what I would do. 'What will you give me for it?' says he. 'I will give you ten cows,' I replied; and I sent the man into the herd to take his pick, and he marked ten of the best cows as his own. They had never dreamed of making such a bargain. Ten cows for a bit of stone! Off they went again after and found diamonds every day; they all became rich, and I accumulated a goodly store of precious stones."

"My partner and I made a square with four waggons. We dug a hole in the ground, in which we buried the diamonds, and sat upon the top of the hole on a chair manufactured out of packing cases. At last, after we had accumulated a large quantity, we decided we had better send them to London. We made a baize belt full of small pockets or pouches, in each of which we placed a diamond. When the belt was filled, my partner girded it about his body and started down-country for Cape Town, from whence he said to London. He was so afraid of losing his precious consignment that he never took off the belt until he reached London. His back was sore, as you can well believe, with this diamond belt tightly fastened round it night and day, but he never flinched. And it was in this way the first consignment of African diamonds reached London.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARSON COOK, 6th Ed. Ickar's, P.O. Box, 38. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

THE AUCTION OF CLOISONNE WARE advertised for TO-DAY, the 14th inst., is POSTPONED until further notice.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 14th April, 1903. [1140]

## WANTED.

A SKILFUL TYPEWRITER.  
Apply by letter, stating terms, to—

B.,  
Care of Daily Press Office,  
Hongkong, 14th April, 1903. [1141]

## WANTED.

FURNISHED ROOM, with or without Board. Central State Terms to—  
"ROOM,"  
Care of Daily Press Office.  
Hongkong, 14th April, 1903. [1142]

## MACAO.

HOUSE TO LET, Partly Furnished EIGHT ROOMS.  
Apply to—

J. B. P.,  
Care of Daily Press Office.  
Hongkong, 14th April, 1903. [1143]

## S H U N L O O N G

Confectioner and Exporter of all kinds of Sweetmeats and Preserved Ginger. Only Young Ginger and Selected Fruits are Preserved and Sold.

WCNG KI NAM, Manager,  
No. 7-8, Lai On Lane, West Point.  
Hongkong, 14th April, 1903. [1144]

## C H O Y F O N G

Manufacturer of best quality of Preserved Ginger and Sweetmeats of all kinds at Moderate Prices. S. Sui On Lane, Shek Tong Tsui, or inquiries, Joe Tak Song Hong, 18, Bonham Strand West.  
Hongkong, 14th April, 1903. [1145]

## GRAND AUCTION SALE OF CLOISONNE WARE!

THE undersigned have received instructions from the CLOISONNE MANUFACTORY ASSOCIATION OF NAGOYA, Japan, to sell by Public Auction.

TO-MORROW (WEDNESDAY),

the 15th April, 1903, at 10 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road,

CORNER of Ice House Street.

A VERY FINE AND CHOICE COLLECTION OF CLOISONNE WARE,

Comprising—

VASES, WALL PLATES, INCENSE BURNERS, BUCKLES, JEWELLERY BOXES, LINKS AND STUDS,

&c., &c., &c.

N.B.—We beg to draw the attention of the Public that the Sellers are Manufacturers of all classes of Cloisonne, especially in Silver Cloisonne Ware.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 14th April, 1903. [1146]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cash are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 13th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.

General Managers.

Hongkong, 10th April, 1903. [1147]

## PERSEVERANCE LODGE OF HONG-KONG, No. 1,65, E.C.

REGULAR MEETING of PERSE

VERANCE LODGE will be held at the FREEMASONS' HALL, Zetland Street,

on THURSDAY, the 16th APRIL, at

3.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 13th April, 1903. [1148]

## NOTICE.

IN conformity with Article III. of the General Regulations of the Chinese Pilotage Service, a Board of Appointments will hold a Competitive Examination at the Harbour Master's Office, Canton, at 11 A.M., on THURSDAY, the 23rd instant, to fill one vacancy for a PILOT in the Canton Pilotage Service.

Only those who have served an apprenticeship are eligible for appointment.

L. A. BYWORTH,

Custom House,

Canton, 8th April, 1903.

Approved.

J. C. JOHNSTON,

Deputy Commissioner-in-Charge. [1148]

## FOR SALE.

To settle up late owner's estate.

## THE British Composite Barque

"LUCIA."

640 Tons Reg, 1050 Tons D.W. now lying in Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul and is ready for sea.

For Further Particulars apply to—

Captain A. R. ANDERSEN,

on board, or

WM. DUNBAR,

Agent.

12, Beaconsfield Arcade.

Hongkong, 2nd April, 1903. [1044]

## ENTERTAINMENT

THEATRE ROYAL,

CITY HALL.

LESSERS and PROPRIETORS—Mr. C. A. POLLARD and Mrs. N. CHESTER.

POLLARD'S  
LILLIPUTIAN  
OPERA CO.

TO-NIGHT AND  
TO-MORROW NIGHT (TUESDAY) AND  
WEDNESDAY,

## "BELLE OF NEW YORK."

THURSDAY AND FRIDAY,  
AND SATURDAY AFTERNOON AT 3.30,

## "LA MASCOTTE."

The Plans are now open at the ROBINSON  
PIANO COMPANY. Prices as usual.

Late Trams and Ferries as usual

A. H. POLLARD,  
Manager.

Hongkong, 14th April, 1903. [1133]

## AUCTIONS

## PUBLIC AUCTION.

THE undersigned has received instructions to Sell by Public Auction,  
TO-DAY (TUESDAY),  
the 14th April, 1903, at 2.30 P.M., at No. 4, VICTORIA VIEW, Kowloon,  
The Residence of G. C. WILSON, Esq.,  
THE WHOLE OF HIS  
VALUABLE HOUSEHOLD  
FURNITURE  
(MOSTLY OF MARINBURK-MAKE).  
Full Particulars in Catalogue.  
On view from Monday, the 13th April.

TERMS.—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 9th April, 1903. [1100]

## PUBLIC AUCTION.

TO-MORROW (WEDNESDAY),

the 15th April, 1903, at 11.45 A.M.,

the desirable Property known as  
"KOON YEC"

(the residence of the late W. P. GALTON, Esq.)  
The Auction will take place on the premises.  
H. S. BRAND & CO.,  
Auctioneers etc.

Foochow, 27th March, 1903. [1100]

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by Public Auction.

TO-MORROW (WEDNESDAY),

the 15th April, 1903, at 3 P.M.,

THE VALUABLE LEASEHOLD PROPERTY,

known and registered in the Land Office as

SECTIONS D & E AND THE REMAINING PORTION OF INLAND LOT NO. 704.

with the premises of the said Remaining Portion of Inland Lot No. 704.

now known as

Fernside, Robinson Road.

The property will be sold in 3 lots particulars whereof are as follows—

Lot No. 1. The Remaining Portion of Inland Lot No. 704 with the promises thereon now known as Fernside, Robinson Road. With and subject to certain rights of way. Crown Lease term: 999 years. Area: 14,985 square feet; Crown rent of whole Lot: \$36. Proportion of Crown rent: \$10.06.

Lot No. 2. Section D of Inland Lot No. 704. With a certain right of way. Area: 7,020 square feet. Proportion of Crown rent: \$4.70.

Lot No. 3. Section E of Inland Lot No. 704. With a certain right of way. Area: 6,778 square feet. Proportion of Crown Rent: \$4.54.

For further Particulars and Conditions of Sale apply to—

## THE AUCTIONEERS,

or to

Messrs. DEACON & HASTINGS,

10, Queen's Road Central,

Solicitors for the Vendors.

Hongkong, 2nd April, 1903. [1049]

## PUBLIC AUCTION.

M. GEO. P. LAMMERT has received

instructions to Sell by Public Auction,

on

WEDNESDAY,

the 22nd April, 1903, at 3 P.M., at his

SALE ROOMS, Duddell Street  
(By Order of the Mortgagors).

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY.

All that Piece or Parcel of Ground situate

lying and being at Victoria in the Colony of

Hongkong and registered in the Land Office

as Section D of Inland Lot No. 430 with the House thereon known as No. 24, Cross Street.

The property is to be sold in one lot.

Crown lease term: 999 years. Proportion of

Crown Rent: \$3.95. Area: 536 square feet.

For further Particulars apply to—

S. W. TSO,

Solicitor for the Vendor,

or

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 10th April, 1903. [1119]

## FOR SALE.

To settle up late owner's estate.

## THE British Composite Barque

"LUCIA."

640 Tons Reg, 1050 Tons D.W. now lying in

Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul

and is ready for sea.

For further Particulars apply to—

Captain A. R. ANDERSEN,

on board, or

WM. DUNBAR,

Agent.

12, Beaconsfield Arcade.

Hongkong, 2nd April, 1903. [1044]

## NOTICES OF FIRMS

CHINA COMMERCIAL SHIPMANSHIP COMPANY, LIMITED.

司公有限公司

CHINA COMMERCIAL SHIPMANSHIP COMPANY, LIMITED.</

**TO LET**

TO LET.

**SPACIOUS NEW HOUSES AND FLATS**  
Connaught Road, Des Vaux Road and  
Pottinger Street. Close to Blake Pier. Specially  
suitable for Offices, Stores, &c. Rents very  
moderate.

Apply to—

S. A. SETH,  
Dairy Farm Co.,  
orKWONG SUN FAI,  
34, Wing Lok Street,

Hongkong, 27th November, 1902.

[190]

TO LET UNFURNISHED.

**N**o. 33 CAINE ROAD. Available from  
1st March.  
"COOMBE" MAGAZINE GAP. Available from 1st April.

Apply—

Daily Press Office.

Hongkong, 16th February, 1903.

[562]

TO LET.

"**THE RETREAT**" MOUNT KELLETT.  
FLATS in MORETON TERRACE,  
CAUSEWAY BAY, facing the Polo Ground.  
No. 1, RIFON TERRACE.  
GODOWNS at BOWINGTOM (PRAYA  
EAST).  
HOUSES in LEIGHTON HILL ROAD.

Apply to—

THE HONGKONG LAND INVEST.  
MENT & AGENCY CO. LTD.  
Hongkong, 1st January, 1903.

[71]

TO LET.

"**TWO SPACIOUS GODOWNS**—Nos. 95  
and 96, PRAYA EAST.

Apply to—

H. N. MODY,  
Victor's Buildings.

Hongkong, 2nd December, 1902.

[52]

TO LET.

**FURNISHED** completely, with possession  
from 1st May, semi-detached **SIX-**  
**ROOMED** HOUSE, No. 2, GOMES  
VILLAS, DES Vaux ROAD, Kowloon. Cool  
and breezy. Facing Kowloon Bay. May be  
inspected by appointment.

Address—

C. B.,  
Care of Daily Press Office.

Hongkong, 25th March, 1903.

[588]

TO LET.

**OFFICE**, airy and commodious, No. 3'  
QUEEN'S BUILDING, 3rd FLOOR.

Apply—

ON THE PREMISES.

Hongkong, 30th March, 1903.

[987]

TO LET.

"**WESTBOURNE VILLA**" NORTH  
BONNAN ROAD.  
No. 1, CAMERON VILLAS, MOUNT  
KELLETT.  
Nos. 7, 11, 15 & 18, BELLIOS TERRACE.  
"BISNEE VILLA," POKULUM ROAD.  
Land on sea front Kowloon Marine Lot No. 5,  
and admirably suited for the storage of coal.

For terms and particulars, apply to—

LINSTEAD &amp; DAVIS.

Hongkong, 2nd April, 1903.

[1046]

TO LET.

**N**o. 12 CASTLE ROAD.  
No. 74, CAINE ROAD.  
Nos. 7, 9, and 11, SEYMOUR ROAD.  
1st FLOOR of No. 49, PEEL STREET.  
GODOWN No. 31, PRAYA EAST.

Apply to—

COMPRADEORE'S DEPARTMENT.

Nippon Yusen Kaisha.

Hongkong, 8th April, 1903.

[1073]

TO LET.

**OFFICES** at 6, QUEEN'S ROAD  
CENTRAL.  
Apply to—

G. GIRAUT.

Hongkong, 3rd January, 1902.

[72]

TO LET.

**N**os. 1 & 3 "MAGDALEN TERRACE,"  
Corner houses, MAGAZINE GAP.  
Apply to—

SPANISH PROCURATION.

Hongkong, 1st January, 1903.

[73]

TO LET.

FROM April 1st, the GROUND FLOOR  
and the TOP FLOOR of No. 41, Des  
Vaux Road Central.  
Apply to—

C. S. L.

Care of 81, Queen's Road Central.

Hongkong, 16th March, 1903.

[854]

BOARD AND RESIDENCE.

**M**rs. G. GILLANDER'S,  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1903.

[915]

PRIVATE BOARD AND RESIDENCE.

**N**os. 13 and 14, QUEEN'S ROAD  
CENTRAL. Entrance by Zeland  
Street.  
Hongkong, 3rd March, 1903.

[700]

FIRST-CLASS BOARD &amp; RESIDENCE.

"ST. GEORGE'S HOUSE,"  
2 & 4, KENNEDY ROAD.  
EXCELLENT Table. Every home comfort.  
Well furnished rooms facing the harbour.  
For terms, apply to—

Mrs. G. SACHSE.

"St. George's House."

Hongkong, 17th March, 1903.

[162]

BOARD AND RESIDENCE.

"TANG YUEN"  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisine  
and Accommodation.  
Apply—

MANAGERESS,

Macdonnell Road.

FAIRALL &amp; CO., Queen's Road.

Hongkong, 2nd March, 1903.

[161]

BOARD AND RESIDENCE.

Apply to—

9, SELBORNE VILLAS,

Kennedy Road.

Hongkong, 14th February, 1903.

[52]

BOARD AND RESIDENCE.

**C**OMFORTABLY FURNISHED  
ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1902.

[52]

**TO LET**

TO LET.

**TOP FLAT** of "SEAVIEW," WANGCHAI  
GAP ROAD. Cool and healthy situation.  
Full view of harbour.  
No. 6, MEDAXELA TERRACE.  
No. 6, MOSQUE JUNCTION.  
And others to suit various requirements.

S. A. SETH,  
Care of the Dairy Farm Co., Ltd.

Hongkong, 7th April, 1903.

[168]

TO LET OR FOR SALE

"**E**XCELSIOR," No. 10, SAN  
LOURENCO, Macao. From 1st  
April ext.

Apply to—

Dr. G. P. JORDAN,

2, Connaught Buildings.

Hongkong, 8th March, 1903.

[168]

GODOWNS TO LET.

**P**RAYA EAST. Spacious Two-storyed  
and Single-storyed Godowns. Suitable  
for Yarn or Oils.

Also Land for Coal storage.

Apply to—

THE HONGKONG LAND INVEST.  
MENT & AGENCY CO. LTD.

Hongkong, 31st March, 1903.

[1002]

TO LET.

"**H**ARTLEY," STONY BROOKE,  
and "INGLEWOOD," RICHMOND  
Road.

Apply to—

LAU CHU PAK,

Care of A. S. Watson & Co., Ltd.

Hongkong, 7th March, 1903.

[150]

TO LET.

**N**o. 3 STEWART TERRACE, the  
Peak.

Apply to—

THE HONGKONG LAND INVEST.  
MENT & AGENCY CO. LTD.

Hongkong, 8th April, 1903.

[1108]

TO LET.

**A**FURNISHED HOUSE on MOUNT  
KELLETT, the Peak, for 2 or 3  
months, from 15th April, inst.

For Particulars, apply to—

TURNER & CO.

Hongkong, 9th April, 1903.

[1101]

TO LET.

"**E**RFNSFOOT," UPPRE RICHMOND  
Road.

Apply to—

DEACON & HASTINGS,

10, Queen's Road.

Hongkong, 30th October, 1902.

[76]

TO LET.

**12, ARBUTHNOT ROAD, SIX-**  
**ROOMED** HOUSE.

Apply to—

E. A. DE CARVALHO.

C. F. DE CARVALHO.

Hongkong, 19th March, 1903.

[1894]

TO BE LET OR SOLD.

**T**HE BUNGALOW on MOUNT KELLETT  
known as "THE SUMMER HOUSE."  
For Particulars, apply to—

J. Y. V. VERNON.

Hongkong, 24th March, 1903.

[954]

TO LET.

**A**FURNISHED HOUSE in Kowloon.

Apply to—

P.,

Care of Daily Press Office.

Hongkong, 7th April, 1903.

[1081]

NOW ON SALE.

**THE DIRECTORY AND CHRONICLE**  
FOR CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS INDIA,  
PHILIPINES, BORNEO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY

AND

**THE HONGKONG DIRECTORY**,  
FOR THE FAR EAST

1903.

THE FORTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Nether  
lands Indo-Siberia, in which Europeans reside.

Not only is the Directory as full and complete  
in each case as it can be made, but each Colony,  
Port, or Settlement is prefaced by a DESCRIPT  
ION, carefully revised each year, most of  
which will serve as accurate GUIDES FOR THE  
TOURIST, giving every detail in connection with  
the places, their History, Topography, &c., &c.

The information in these Descriptions, con  
sisting of a hundred interesting articles, packed  
with facts concisely set out, and containing  
statistics of the TRADE of each Country and  
Port, will alone suffice to fill a large volume.

The Directories and Descriptions are of

CHINA

Nanking, Wuhan, Canton, Whampoa,  
Kweilin, Hankow, Kowloon, Lepa, Samshui,  
Shantou, Ichang, Chungking, Hangchow,  
Ningpo, Ningbo, Lungchow, Manchurie,  
Takao, Amoy, Keelung, Tsinan, Tsinan,  
Takao, Anping, Tamsui, Tsinan



## OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

## FORTNIGHTLY SAILINGS FOR LONDON.

## MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"KEEMUN"	On 17th April.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANT'NOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
* LIVERPOOL VIA MARSAILLES	"PINGUIN"	On 18th April.
MARSEILLES and LONDON	"DEUGALION"	On 28th April.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.
* LIVERPOOL VIA GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"TANTALUS"	On 21st May.
LONDON	"PATROCLUS"	On 25th May.
LONDON	"HYSON"	On 9th June.

Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN" "AJAX"	On 18th April. On 20th May.
The S.S. "KEEMUN" left Singapore on the 12th inst., a.m., and is due here on the 17th inst.		

For Freight, apply to

## BUTTERFIELD &amp; SWIRE,

## AGENTS.

(10-12)

Hongkong, 14th April, 1903.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGCHOW"	On 15th April.
TIENTSIN	"HANGCHOW"	On 16th April.
MANILA	"TAIYUAN"	On 21st April.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st April.
KOBE and YOKOHAMA	"TSINAN"	On 26th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yunnan and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

## BUTTERFIELD &amp; SWIRE,

## AGENTS.

(11)

Hongkong, 13th April, 1903.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA, G. W. Gordon, I.M.B.	Noon, 15th April.	Freight or Passage.
SINGAPORE, COLOMBO and BOMBAY	C. R. Longden, I.M.B.	About 16th April.	Freight only.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	MALACCA, A. F. Street	About 18th April.	Freight or Passage.
LONDON &c.	BALLAARAT, F. E. Summers	Noon, 25th April.	Special Advertisement.
SHANGHAI	BENGAL, A. L. Valentini	About 25th April.	Freight or Passage.

For further Particulars, apply to—

## E. A. HEWETT,

## Superintendent.

(11)

Hongkong, 10th April, 1903.

IMPERIAL GERMAN MAIL.  
LINE

NORDDEUTSCHER LLOYD, HAMBURG-AMERIKA LINIE  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
POETS IN THE LEVANTE, BLACK SEA AND BALTIQ PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

STEAMERS	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY
SACHSEN	15th April	23rd April	13th May	27th May	11th June	25th June	9th July	23rd July
KIATSCHOU								
BAVARIA								
ZIEGEN								
STUTTGART								
HOHN								
PREUSSEN								
HAMBURG								
PRINZ HEINRICH								

Steamers of the Hamburg-Amerika Line calling at Amsterdam.

Linens can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to—

## MELCHERS &amp; CO., AGENTS.

Hongkong, 2nd April, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA PORTS OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRAVELL" 4,899 W. E. Craven April 10, 1903

"INDRAVIRA" 4,899 A. E. Hollingsworth May 14, 1903

"INDRASAMHA" 5,197 H. P. Craven June 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 31st March, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR ITALIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT."

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 25th APRIL, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

SANDER, WIELER &amp; CO.

Agents.

Princes Building.

Hongkong, 3rd April, 1903.

THE CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公有限公司輪華中

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA."

Captain Mosca, will leave for the above places on FEIDAY, the 17th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER &amp; CO.

Agents.

Princes Building.

Hongkong, 10th April, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE" About 20th April.

"AFRIEL" ... 5th May.

"SAGAMI" ... 23rd May.

For Freight and further information, apply to

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 6th April, 1903. [184922]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23d April, the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the a.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on or about the 2nd May, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Wednesday, the 22d April. Specie and Parcels received until 4 P.M. on the same day.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to

S. M. WANG &amp;

## POST OFFICE NOTICES.

The *Copie*, with the American Mail, of the 10th ult., left Yokohama on Tuesday, the 7th inst., at daylight, and may be expected here to-morrow.

MAILS WILL CLOSE.

P.O.B.

DATE

Canton.....	Tuesday, 14th, 7.30 A.M.
Singapore, Penang and Calcutta .....	Tuesday, 14th, 11.00 A.M.
Swatow, Amoy and Fouchow .....	Tuesday, 14th, NOON
Macao .....	Tuesday, 14th, 2.00 P.M.
Kunchuk and Samshui .....	Tuesday, 14th, 5.00 P.M.
Namtau .....	Tuesday, 14th, 10.00 A.M.
Canton.....	Wednesday, 15th, 10.00 A.M.
Chesko, Nogasaki and Vladivostock .....	Wednesday, 15th, 15th, Printed Matter and samples, 10.00 A.M.
Singapore .....	Wednesday, 15th, Registration, 10.00 A.M.
EUROPE, &c., India via Tunicorin .....	Registration, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents) .....	Registration, 10.00 A.M.

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents) .....

Registration, 10.00 A.M.

Registration, 10.00 A.M.